

Mails.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANÇAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, ADEN, SUEZ,
PORT SAID,
MEDITERRANEAN AND
BLACK SEA PORTS, ALEXANDRIA,
MARSEILLES, LONDON,
HAVRE AND BORDEAUX.

ALSO
PORTS OF BRAZIL AND LA PLATA.

THE MORROW, the 17th day of May, 1898, at Noon, the Company's S.S. *NATAL*, Captain VANDER, with MAIL, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Space will be registered for London, as well as for Marseilles, and accepted in transit through Marseilles for the principal ports of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m.; Specie and Passes until 3 p.m. on the 16th May, 1898. Parcels are not to be sent on board; they must be left at the Agency's Office.

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, May 16, 1898. 823

U. S. Mail Line.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking, (via Nagasaki, Inland Sea, Kobe, Yokohama & Honolulu) THURSDAY, May 18.

City of Peking, (via Nagasaki, Inland Sea, Kobe, Yokohama & Honolulu) TUESDAY, May 30.

City of Peking, (via Nagasaki, Inland Sea, Kobe, Yokohama & Honolulu) SATURDAY, June 17.

THE U. S. Mail Steamship CITY OF PEKING will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU, on THURSDAY, the 18th May, at 4 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Shippers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point on route.

Through Passage Tickets granted to England, France, and Germany by a trans-Atlantic line of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

First Class Passengers have full choice of any of the Overland Routes, including CENTRAL PACIFIC, SOUTHERN PACIFIC, UNION PACIFIC, NORTH PACIFIC, and DENVER and RIO GRANDE RAILWAYS. They can also travel over the CANADIAN PACIFIC RAILWAY, on payment of \$10 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Navy, Military, Diplomatic, and Civil Services to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for trans-shipment to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m. same day; and Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN,
Agent.

Hongkong, April 27, 1898. 792

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

PROPOSED SAILINGS FROM HONGKONG, 1898.

(SUBJECT TO ALTERATION).

Albatross, Saturday May 27.

Victoria, Saturday June 17.

Tacoma, Tuesday July 18.

Albatross, Tuesday August 8.

Victoria, Tuesday August 29.

Albatross, Thursday Sept. 28.

THE Steamship *MOQUEL*, Captain GORMAN, sailing at Noon, on SATURDAY, the 27th May, will proceed to VICTORIA, B.C., and TACOMA, and INLAND SEA, KOBE, and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the care of the General Agent Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office with address marked in full by 5 p.m. on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CARILL & Co.,
Agents.

Hongkong, May 9, 1898. 814

Mails.

NOTICE.

STEAM FOR
STRAITS, OCEAN, AUSTRALIA,
INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship *ORIENTAL*, Captain L. H. MOULE, carrying Her Majesty's Mail, will be despatched from this Port for LONDON, via BOMBAY, on THURSDAY, the 26th May, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay without transhipment.

Parcels will be received at this Office until 4 p.m. on the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

H. H. JOSEPH,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, May 11, 1898. 868

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR

SINGAPORE, COLOMBO, ADEN,

SUEZ, PORT SAID,

NAPLES, GENOA,

ANTWERP, BREMEN & HAMBURG,

PORTS IN THE LEVANT, BLACK

SEA & BALTI PORTS;

ALSO,

LONDON, NEW YORK, BOSTON,

BALTIMORE, NEW ORLEANS,

GALVESTON & SOUTH AMERICAN

PORTS.

THE COMPANY'S STEAMERS WILL CALL

AT SOUTHAMPTON TO LAND PASSENGERS

AND CARGO.

N.B.—Cargo can be taken on through Bills

of Lading for the principal places in

RUSSIA.

ON MONDAY, the 29th day of May,

1898, at 3 p.m., the Company's

S.S. *FAEDUSSEN*, Captain ROEMANN,

with MAIL, PASSENGERS, SPECIE,

and CARGO, will leave this Port for the

above places, calling at Naples and Genoa.

Shipping Orders will be granted till

Noon, Cargo will be received on board

until 4 p.m., Specie and Passes until 3

p.m. on the 28th May, 1898. (Parcels

are not to be sent on board; they must

be left at the Agency's Office). Contents

of Packages are required. No Parcel

Receipts will be signed at less than \$2,

and Parcels should not exceed Two Feet Cubic

in measurement.

The Steamer has splendid Accommodation

and carries a Doctor and Stewardess.

For further Particulars, apply to

MELOERS & Co.,
Agents.

Hongkong, May 5, 1898. 837

TO-day's Advertisements.

SHIRE LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP *GLAMORGANSHIRE*,

FROM HAMBURG, ANTWERP,

LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby in-

formed that all Goods are being

landed at their risk into the Godowns of

the HONGKONG AND KOWLOON WHARF AND

GOVERNMENT CO., at Kowloon, whence and/or

from the Wharves delivery may be obtained.

Optional Cargo will be forwarded unless

notice to the contrary be given before Noon

To-morrow.

No Claims will be admitted after the

Goods have left the Godowns, and all Goods

consigning undelivered after the 23rd Instant

will be subject to risk.

All Claims against the Steamer must be

presented to the Undersigned on or before

the 23rd Instant, or they will not be

recognized.

All broken, chafed, and damaged Goods

are to be left in the Godowns, where they

will be examined on the 23rd Instant, at 3

p.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL, CARILL & Co.,
Agents.

Hongkong, May 16, 1898. 894

The Overland China Mail,

A WEEKLY JOURNAL FOR THE HOME MAIL,

IS PUBLISHED to suit the Departure

of each ENGLISH and FRENCH MAIL

Steamer for Europe. It contains special

Commercial Intelligence, special tables of

Shipping, and other information. The

various Reports of Courts and Meetings,

and all other news, are given in full as

they appear in the Daily Press.

The Overland China Mail, by the con-

venience of its form and the currency and

fullness of its reports, has long been popular

with residents who wish to send home a

weekly budget of the news of Hongkong

and the Far East. Circulating, as it does,

among nearly all the old China "hands"

at Home and also among residents at the

Treaty Ports and in the interior, it offers

special advantages to advertisers.

The Overland China Mail will be regularly

posted from the China Mail Office to sub-

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to the Office.

Subscription:—

Per Annum, - - - \$12.00, postage, - \$1.00

" Quarterly, - - - 3.00, " 0.25

" Single Copy, 0.50.

China Mail Office, Hongkong.

To-day's Advertisements.

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.

(Taking Cargo & Passengers at through rates for KINHO, CHEFOO, NEW-CHANG, TIENTSIN, HANKOW and FORT on the YANGTZE).

The Co.'s Steamship *Ulysses*, Captain LAROCK, will be despatched as above TO-MORROW, the 17th Inst., at Daylight.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, May 16, 1898. 858

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOSHOW.

The Co.'s Steamship *Haidan*, Captain GORDON, will be despatched for the above Ports on FRIDAY, the 19th Instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LAROCK & Co., General Managers.

Hongkong, May 16, 1898. 893

NOR

VICTORIA PRECEPTORY.

A Regular MEETING of the VICTORIA PRECEPTORY will be held on

TUESDAY, the 23rd Instant, at 5 for 5.30

p.m. precisely. VISITING BRETHREN are

cordially invited to attend.

Hongkong, May 16, 1898. 895

TO LET.

OFFICES—1st and 2nd Floors of No. 4,

Queen's Road Central, over the

BANK OF CHINA, JAPAN & STRAITS, LTD.

No. 11 and 13, COCKS ROAD—A Large

FURNISHED HOUSE at MAGARINE GAP.

No. 10, OLD BAILEY.

No. 7, PRATA CENTRAL, at present oc-

cupied by the NEW ORIENTAL BANK IN

LIQUIDATION.

NEW HOUSES IN REFINED TERRACE,

Bonham Road, near Brewery Point.

NEW HOUSES IN EIGHT STREET, FREE

SURVEY AND STATION SURVEY.

No. 4, ELEM BUILDINGS.

FLOORS in REEF BUILDING.

GODOWN, No. 1A, BAILE BUILDINGS.

SEMI-DETACHED HOUSES, at MAGARINE

GAP. Very cheap rental.

GROUND FLOORS, No. 5, SHELLEY

STREET.

THE WILDERNESS, CLIFF ROAD.

OFFICES IN PRATA CENTRAL, above

Messrs. DOUGLAS LAROCK & Co.'s Office.

Apply to

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LTD.

Hongkong, May 16, 1898. 449

VICTORIA DISPENSARY.

Aerated Waters.

WATER.—The Water used is absolutely

pure. Steam Plant of the latest

and most powerful type. Super-

vision.—The whole process of manu-

facture is under the continuous

supervision of a qualified English

Chemist.

THE PRODUCT.—Will bear compari-

son with the Waters made by the most

noted makers in England.

Dakin, Cruickshank &

Company, Ltd.

VICTORIA DISPENSARY.

SHIPPING.

ARRIVALS.

May 16.—

Kuang Lee, Chinese str., from Canton.

Wooming, British steamer, 1,109, D. A.

King, Canton, May 11, Rica.

BUTTERFIELD & SWIRE.

Chiguen, Chinese steamer, 1,211, C. M.

Nall, Shanghai May 12, General—C. R.

S. N. Co.

Noushar, British steamer, 805, Joseph

Blackburne, Bangkok May 9, General and

Rica—Hor Hine Hono.

Natal, French steamer, 2,081, Verron,

Shanghai May 13, Mails and General.

MEMORABLE MARITIME.

Glanvorth, British steamer, 1,849,

Jackson, London and Singapore May 10,

General.—DODWELL, CARILL & Co.

Agents.

Omya, British barge, 480, A. V.

Mr. S. Morris said he did not
could do anything until they had had a
statement put before them. All Mr.

The Chairman, in reply to Mr. Darnley, said that 62,000 shares were held in Shanghai, 19,000 being in the names of Chinese shareholders and over 16,000 shares were represented in the room at that meeting.

some 60,000 tons of ore were held as a trust asset, and he wanted to know what had become of that.

Mr. Talbot: I represent a great many shakers, and if it had not been for this statement I should not have taken a share in the company.

Mr. Morris: I certainly would not have put any money into the company if it had not been for that statement, and I hold that if not legally then these people are morally responsible.

Mr. Lücke: It is well known that it

the intention of the shareholders to either civil or criminal proceedings against the Directors, and I think it would be advisable to mention that to the Directors.

Mr Morris—I would say we are not to make enquiries; we are not satisfied.

Mr Talbot—I do not think this meeting has any justification for saying we are going to commence proceedings. We can ask the Directors for information.

Mr Dunn—As for threatening proceedings we cannot do that.

Mr Morris—We are going to make enquiries and we are satisfied and have

Mr Talbot.—We want information. There is no intention on my part to be proceeding. We should say we have sufficient information on which to give opinion.

Mr Morris.—I wish it to be suppressed them in London that I and many of my friends have entirely lost confidence in Directors, and we want to know how money was disposed of. We have not been treated with the courtesy we deserve. On the 30th March last there was a

gram sent out and it was not published by the Agents until the 10th. April—before the meeting in London. Could you give me any sound reason for the suppression of this telegram?

The Chairman—That was not done by Mr. Morris—I demand a copy of the Register and to know who sold shares at that time. I want to know who sold shares out during that time.

Mr. Talbot—I do not think that is before the meeting.

Mr. Morris—I want to know, and I

got a reason for asking.
Mr Talbot—You can obtain the information privately; I certainly think so before this meeting.
Mr Morris—I want to know on grounds that telegram was withheld who sold their shares during that time.
Mr Jacques said that the meeting he decide whether the Company should date or not.
After some discussion as to the worth of the telegram to be sent,
Mr Morris repeated his question

who were the persons who sold the shares? Why was the telegram kept back and not sent? Should the then agents and their firm have certain information, which the shareholders had not?

The Chairman said he could not answer the questions.

Mr. Dunn remarked that it was not for the Shanghai shareholders to be asked to give an opinion when they had no information on which to found it. It was as if the Directors were trying to get shareholders to say something and then ask them questions.

"That this meeting is of opinion that nothing before it to justify an expression of its views, and it declines to proceed until audited accounts and explanation of the conflicting representations are made."
Mr. S. Morris seconded.
This resolution on being put was unanimously, and it was further that a telegram something similar following should be sent:—
"Shareholders demand audited accounts."

The proceedings then terminated.

**THE ACCIDENT TO THE SHIP
WHAMPOA.**
The Shanghai Mercury of May 10th says:
The C.N. Co.'s steamer)
Capt. Hutchison, II, was away
on shore on the S.E. Promontory
left here on Saturday last with
valuable cargo for Chefoo and New
Indeed the Whampoa's cargo was
valuable that has left this morn-
Kowchewang, consisting of it did
molecules of piece-goods alums, i-

The telegram from Choisey this morning announcing the accident to Messers. field and Swire, locates the position of the vessel at E.N.E. of the Southmontory, which would place within the spot where the *Empire* was located. It is presumed that the men had come ashore in thick weather, for her commander, one of the most experienced sailors with the C. N. Co.'s service. No passengers

were given in the telegram chances of getting her off, or if damage she had sustained. The pany's s.s. Chungking left here to assist this afternoon, taking Charlton, the Coy's Marine sergeant, and some people from B. With pumps and wrecking gear, Whampoa has been running steadily and is off 1,117 tons register.

In the same paper of the 19th following appears:—A telegram Chefoo last night, was received from the British.

morning of the 10th inst. Mr. Whampoa is being taken to Shiktau bay, southerly: capture of the ship, which it is possible to be through in 10 days, and she has 10 feet of water in the hold, but about that everything is uncertain. Her position, the telegram says, is to be similar to that of the ship which was ashore near Amoy in 1859. It adds that the locality in Whampoa lies in dangerous waters.

her left. Four lighters in the (Chefoo, we presume), the tugs are obtainable for taking out but yesterday was so rough that transshipment of cargo was impossible. The *Hangchow* which had gone for assistance was to return at daybreak (Chefoo) with Native divers.

